

Message

From: Bunker, Byron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=DDF7BCF023D241A9A477A2DC75D5901C-BUNKER, BYRON]
Sent: 7/7/2016 9:03:56 PM
To: Orehowsky, Gregory [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=48a0e3aeda42426280f28b57447bdbf6-GOREHOWS]
CC: Belser, Evan [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=d9a0635c271a4bac9c20634e45083c66-Belser, Evan]; Wehrly, Linc [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=64e5f31ccb4841018441b3bf074842d0-Wehrly, Linc]; Wright, DavidA [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=4f14a47c701547479b12bee35117d0a9-Wright, David A.]
Subject: FW: Chevrolet Cruze Diesel: high in-use NOx emissions

Hi Greg,

The note copied below contains the bulk of what we know so far re: the Cruze diesel. I did speak with the engineering

Deliberative Process / Ex. 5

Thanks,

Byron

Byron Bunker
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From: Bunker, Byron
Sent: Wednesday, June 22, 2016 2:35 PM
To: David P. Garrett <david.p.garrett@gm.com>
Cc: Wright, DavidA <Wright.DavidA@epa.gov>; Cohen, Janet <cohen.janet@epa.gov>; Ball, Joel <ball.joel@epa.gov>
Subject: Chevrolet Cruze Diesel: high in-use NOx emissions

Dave,

Attached below is an excerpt from a newspaper article alleging that the Chevrolet Cruze (undefined model year) has a defeat device and exceeds NOx emissions in-use. We will follow up with a more formal requirement for GM to respond, but I am asking that the company provide us a detailed explanation regarding these allegations within the next

week. Please work directly with David Wright of our staff regarding the submittal of any information or the scheduling of a follow up meeting.

As you know, we take these allegations very seriously.

Sincerely,

Byron

*** excerpted ***

The complaint states, "In order to appeal to environmentally conscious consumers, GM marketed its Cruze diesel technology as a process that ensured emissions resulted in a 'clean diesel' and that its emissions were 'below strict U.S. environmental standards.' These representations are deceptive and false."

Plaintiffs have tested the Cruze using a Portable Emissions Measurement System ("PEMS"). Testing revealed that the Cruze fails to meet U.S. emissions standards as promised. The U.S. standard is 70 mg/mile.

- In highway driving the Cruze averaged 128 mg/mile with a high of 557 mg/mile.
- At speeds over 70 mph, the average was 231 mg/mile – 1.8 to 8 times the federal standard.
- At stop-and-go driving the average was 182 mg/mile with a maximum of 689 mg/mile – 3.6 to 13.8 times the federal standard.
- When tested at temperatures below 50°F, the NOx was 689 mg/mile and it appears the emissions control system stops working.
- The same is true at temperatures over 85°F, where NOx rates were tested and ran at 450 to 550 mg/mile.

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